Construction of bypass roads on National Highways

366. SHRI SATISH PRADHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the policy and the priorities for construction of by-pass roads on National Highways during the Eighth Plan with details;

(b) what are the details of proposals from Maharashtra with project-wise locations pending consideration of the Central Government;

(c) what are the details of action taken/proposed to be taken including private participations by locals or foreign, investors; and

(d) what are the details of targets fixed for Maharashtra during the Eighth Plan period to avoid congestion and mounting fatal accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): (a) Bypasses are taken up on the National Highway system depending on traffic intensity, congestion along the existing route, finalisation of bypass alignment, land acquisition fo.- the purpose availability of funds etc. Owing to resource crunch in the Eighth Five Year Plan, bypasses are being generally a low priority.

(b) to (d) There has been no target fixed for the construction of bvpasses in any State including Maharashtra in the Eighth Five Year Fian, since the question is mainly dependent upon availability of land for the bypasses removal of utility services, cutting of trees, resources available etc. Construction of Peth Bypass on NH 50 has been stanction-ed during the current year. Due to financial constraints it is too early to indicate which other byuasses could be taken up in remaining years of the Eighth Plan. However, a MOU (Memorandum of Understanding) has been signed for construction of by pass at Panvel on National Highway No. 4 to be undertaken by I.L. and F.S. (Infrastructure Leasing and Financial Services) on BOT (Build, Operate and Transfer) basis under privatisation policy of the Govern ment.

Making National Highway No. 1 from Delhi *to* Ambala *into* four lane

367. SHRI RAMJI LAL: Will the Minister of SURFACE TRANSPORT be pleaded to state:

(a) what was the date of commencement of work and the Finances allocated by Government to convert National Highway No. 1 from Delhi to Ambala into a Four Lane one at the iime of commencement;

(b) whether the work has not been completed so far;

(c) if so, the progress made in this regard;

(d) what is the amount of utilisation so far on this project and by when it will be completed alongwith the amount likely to be incurred;

(e) whether Government have made|provided the necessary amount in the Eighth Plan to immediately complete this work; and

(f) if not how much escalation took place since commencement of the work in 1986?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYT-LER): 'a) and (b) Delhi to Murthal Section of Delhi-Ambala Road, N.H.I. is already 4 lane wide. Work of 4 laning Murthal-Karnal Section (km. 50 to 132) was started in 1987. Work is yet to be started in the Section beyond km. 132 to Ambala.